



NEWS RELEASE

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District: 7, Los Angeles & Ventura Counties

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FOR IMMEDIATE RELEASE

Caltrans Widens Lane Stripes to Improve Safety in Los Angeles and Ventura Counties Due to SB 1 Funds

High-Visibility Stripes to be Installed on Interstates 10, 5, 405, 105 and U.S. 101

LOS ANGELES —Caltrans, the city of Los Angeles and the Los Angeles County Metropolitan Transportation Authority (Metro), today announced plans to install new wider, high-visibility lane stripes and pavement markers for nearly 1,800 lane miles on five state highways due to \$61 million in funds from Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017.

This project – slated for Interstates 10 and 5 and U.S. Highway 101 in Los Angeles and Ventura counties, with plans to extend the work to I-405 and I-105 – also includes the installation of special raised pavement markers that help prevent wrong way drivers. These pavement markers are colored red to make them obvious to the naked eye when motorists are traveling in the wrong direction, and are a critical part of a statewide effort to help ensure the safety of motorists.

In cooperation with Metro, Caltrans District 7 Director John Bulinski discussed the benefits of the 6-inch stripes that are made of durable tape at a special news conference on October 10. He was joined by Eric Garcetti, mayor of Los Angeles, Fran Inman, chair of the California Transportation Commission, and Stephanie Wiggins, deputy CEO of Metro.

The media event was held at a Caltrans maintenance yard in downtown Los Angeles next to I-10, and featured a specially-equipped truck demonstrating how the stripes are adhered to highways.

“SB 1 funds are helping provide long-needed improvements to California’s transportation infrastructure that ensures the safety of the traveling public and our workers,” said Caltrans Director Laurie Berman. “Making key upgrades to our highways and freeways also helps bolster the state’s growing economy.”



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Bulinski agreed, adding: “The major transportation arteries in Los Angeles and Ventura counties are critical to the Southern California economy, with thousands of people commuting to work, tourists visiting our beaches and entertainment venues, and freight haulers transporting goods. Wider reflective stripes will improve lane visibility and improve traffic flow.”

“Our freeways mean a lot more to us than getting from onramp to offramp — they are roads that we entrust with our safety, and infrastructure that helps drive our economy forward,” said Garcetti. “Thanks to funds generated by SB1, this project will make our busiest highways safer to travel and create good-paying, middle-class jobs across the region.”

Although unable to attend today’s news conference, Metro Board Chair and Los Angeles County Supervisor Sheila Kuehl said: “Who knew freeway stripes could be so smart and so cool! These new six-inch “Oreo” stripes are highly reflective, making the lanes more visible and helping drivers stay in their lanes and save lives.”

“Providing our residents and businesses with the improved safety striping on key corridors is crucial given the huge volumes of traffic flows in this region,” Inman added.

The implementation of a 6-inch stripe (versus traditional 4-inch) will improve visibility and enhance safety for the traveling public. In addition, using a durable pavement marking material such as permanent tape and enhanced striping provides numerous cost-effective and safety benefits.

The use of high reflective durable (longer-life) pavement marking material instead of conventional paint will reduce maintenance costs and improve worker safety by minimizing the number of required lane closures.

The lane-stripe tape features lasting reflectivity and long-term value. The new lane marking is referred to as “Oreo” tape because the 6-inch-wide white center is framed on each side with a 1.5-inch-wide black border. The combination provides a “visual pop.”

The application process involves grinding off old lane stripes and raised markers, sweeping up debris left on the road, gluing down the reflective tape and adding the new pavement markers to alert potential wrong-way drivers. Several trucks with specific roles move in a train-like pattern to conduct the work in one or two lanes over about a 4-mile stretch per night.

The SB 1-funded projects are:

- **U.S. 101:** Southbound/northbound for 268 lane miles from the Santa Barbara/Ventura County line to I-10 in Los Angeles (In Progress)
- **I-10:** Eastbound/westbound for 265 lane miles from South Alameda Street in downtown Los Angeles to I-605 (In Progress)

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- **I-5:** Northbound/southbound for 687 lane miles from near Buena Park to Frazier Mountain Park Road near Frazier Park (Beginning in November)
- **I-405:** Northbound/southbound for 452 lane miles from I-605 in Orange County to Wilshire Boulevard in Westwood (Beginning in Summer 2019)
- **I-105:** Eastbound/westbound for 126 lane miles from El Segundo to I-605 in Norwalk (Beginning in Summer 2019)

On average, motorists travel 111 million vehicle miles per day on freeways in Caltrans District 7, which includes Los Angeles and Ventura counties. With the passage of SB 1, funds are being dedicated to fixing aging roads and bridges, improving the transportation of goods and reducing traffic congestion. District 7 is projected to receive approximately \$2.6 billion for hundreds of projects by 2027 under the transportation bill.



Flickr Gallery:

<https://flic.kr/s/aHsmoYrkz1>

B-Roll:

<https://youtu.be/XKRnHM1Yslk>

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